6 MITIGATION AND CONSERVATION MEASURES

6.1 TRANSPORTATION AND ACCESS

Access may be temporarily relocated for some properties within the project area during construction but will be maintained during construction. Where access to existing businesses will be permanently closed and the business will not be displaced, suitable replacement access will be provided to the business prior to the closure of the existing access. In order to mitigate for short-term, construction-related impacts of the project, ITD will inform the public of the timing and closures and recommend alternative routes. Detour routes, if necessary, would be selected to minimize out of direction travel.

6.2 RIGHT OF WAY ACQUISITION

Acquisition and relocation assistance procedures are governed by the Uniform Property Assistance and Real Property Acquisition Act of 1970 and its revisions. The act ensures fair and consistent treatment of all displaced individuals, families, businesses, farm operations and others who occupy land acquired right-of-way in a way that does not cause a disproportionate hardship to those affected by projects designed for the benefit of the community. The Uniform Act is implemented with Idaho by the ITD Relocation Unit that would provide relocation planning, advisory services, coordination and financial payments to affected property owners.

6.3 GEOLOGY AND SOILS

The following geology and soils mitigation measures are proposed:

- Stage work in erosion sensitive areas during dry weather and stabilize disturbed soil surfaces prior to winter months.
- Use geotextile, rock fill, or other appropriate erosion control measures to provide staging areas and working surface; disturbed slopes will be protected using mulch, erosion control blankets, or other approved protection measures until revegetated.
- Hydroseed or otherwise protect disturbed areas outside the stream channel.
- A SWPPP will be implemented.

6.4 AIR QUALITY

The following air quality mitigation measures are proposed:

- Spraying exposed soil with water to reduce PM-10 emissions and particulate matter deposits.
- Wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM-10 and particulate emission during transportation as needed.

- Providing wheel washers at construction site accesses to remove particulate matter otherwise carried off-site by vehicles.
- Removing mud deposited on paved, public roads to reduce particulate matter in the area.
- Routing and scheduling construction trucks to reduce delays to the traffic during peak travel times to reduce secondary air quality impacts.
- Requiring appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce CO and NOx emissions. Using well-maintained equipment to reduce CO and NOx emissions.
- Planting vegetative cover as soon as possible after grading to reduce windblown particulates.
- Applying liquid de-icing compounds and sweeping roads mitigation for particulate emissions.
- Optimization and coordination of all signals within the vicinity of each interchange would reduce overall delay and consequently reduce CO emissions.

6.5 NOISE

The following noise mitigation measures are proposed:

- To reduce the impact of construction noise, most construction activities will be confined to the period least disturbing to nearby residents, between 7:00 am and 7:00 pm on weekdays.
- Equipment muffler requirements
- Noise walls, as shown in Figure 5.1, are already programmed to be constructed in the statewide transportation program. Beginning in January 2008, noise walls will be built before the construction of the interstate begins, which will act as mitigation for the impacted receptors.

6.6 WETLANDS

The Project will be required to mitigate for impacts to Waters of the United States and jurisdictional wetlands. Any impacts to the identified wetlands as a result of construction will be required to comply with Nationwide Permit #14 for Minor Road Crossings. Compliance with Nationwide Permit #14 requires consultation with the USACE, which will make a determination of the appropriate level of mitigation for jurisdictional waters. ITD will coordinate with USACE to identify the appropriate level of mitigation to wetlands, either by purchasing credits at a local wetland mitigation bank or fee in lieu of mitigation.

6.7 HAZARDOUS MATERIALS

Potential risks from the presence of hazardous materials at project construction sites will be minimized, if possible. ITD will follow their procedures in acquiring contaminated properties on projects that limit the legal and financial liabilities of the State.

6.8 STORM WATER

The contractor will be required to comply with applicable federal, state, and local laws and regulations regarding the control and abatement of water pollution, storm water drainage and treatment, and floodplain protection. Portions of the project involving waters of the United States will require permitting by the USACE (404 permit) and IDWR (Stream Alteration Permit). Water quality certification and a NPDES Storm Water Permit and SWPPP will also be required for the storm water management plan. Various local agencies, ITD, EPA, IDEQ, and other applicable federal and state agencies will also be involved in these permitting processes.

Temporary and permanent highway and drainage feature designs will be consistent with ITD Standard Specifications for Highway Construction, and BMPs detailed in the ITD Erosion and Sediment Control Manual and the IDEQ Catalog of Storm Water Best Management Practices for Idaho Cities and Counties.